

Eastern Segment 3 (Used in Alignments B and C)

Route (south to north): Begin at the intersection of Maple Street and Vine Street. Continue east on Maple Street to the intersection with Carroll Street. Turn left on Carroll Street to the intersection with Cedar Street (Photo 9). Turn right on Cedar Street to Eastern Avenue, and then north on Eastern Avenue to the intersection with the Metro parking lot. All of this segment would be on-street.

Eastern Segment 3 Criteria and Descriptions

Brief Description		Corner of Maple and Vine, left on Carroll St., right on Cedar St., left on Eastern Ave Used in Alignments B and C.
Continuity	○	POOR. Three (3) intersection crossings.
Elevation Change	●	AVERAGE. Gradual slope on hill on Eastern Ave and turn with Cedar St.
Trail Access	●	GOOD. Trail segment provides direct access to residential areas on Maple, Cedar, Eastern, and Metro users and commercial/retail uses in the Carroll St. area. Offers best connection to Old Town Takoma Park.
Metro Access	●	AVERAGE. On street route passes next to Metro Station and bus stops.
Trail Safety	○	POOR. On-street trail requiring intersection crossings at Maple/Carroll, Cedar/Carroll, and Cedar/Eastern intersections. Traffic volumes are high on all these streets.
Personal Security	●	AVERAGE. This segment is well traveled and well lit. Close proximity to Metro and commercial/retail uses on Carroll St.
Economic Development	●	GOOD. Provides direct access to commercial/retail along Carroll and Cedar Streets and close proximity to Old Town Takoma Park.
Aesthetics of Trail	●	AVERAGE. Segment is shared roadway with bikes and autos and does not affect surrounding areas.
Neighborhood Impact	●	MODERATE. Shared roadways for bikes and autos would increase the level of vehicular traffic on all streets in the segment.
Environmental Impact	●	LOW. Would have little or no additional environmental impacts.
Construction Costs	●	LOW. Involves signage of shared roadway along all affected streets.
Land Acquisition	●	LOW. All portions of trail are shared roadways.

Low ● Good

Moderate ● Average

High ○ Poor

Eastern Segment 4 (Used in Alignment C Only)

Route (south to north): Travel through the Metro parking lot to the elevator entrance. The route will ramp up to the level of the rail line tracks. There is a verbal commitment from the designated developer of the Metro site to accommodate the trail through the site.

Eastern Segment 4 Criteria and Descriptions

Brief Description		Trail connecting the Metro elevator to Eastern Ave. crossing Metro parking lot. Used in Alignment C only.
Continuity	●	GOOD. Zero (0) intersection crossings.
Elevation Change	○	AVERAGE. Flat, minimal change in grade across Metro parking lot. Ramps down to Metro and other access points would require a short, steep ramp.
Trail Access	○	AVERAGE. Provides frequent and convenient access to residential areas and Metro users. Specific location within Metro property uncertain at current time.
Metro Access	●	GOOD. Trail connects directly into Metro Station parking lot and bus stops.
Trail Safety	○	AVERAGE. Dependent upon delineation of trail through parking lot.
Personal Security	○	AVERAGE. Parking lot is well-lit and well traveled with good police presence.
Economic Development	○	AVERAGE. Provides limited access at the Metro station to commercial/retail along Carroll and Cedar Streets.
Aesthetics of Trail	●	GOOD. Segment is an on-street bike lane through Metro parking lot and does not affect surrounding neighbors.
Neighborhood Impact	●	LOW. Segment travels through Metro parking lot.
Environmental Impact	●	LOW. Would have little or no additional environmental impacts.
Construction Costs	●	LOW. Verbal commitment from developers to construct this portion of trail.
Land Acquisition	●	LOW. Segment will be designed as a part of the proposed Metro site development and does not affect surrounding neighbors.

Low ● Good

Moderate ○ Average

High ○ Poor

Eastern Segment 5 (Used in Alignments A and C)

Route (south to north): From the north edge of the Metro parking lot near the elevator, continue north at grade with the rail line and cross over the parking areas associated with the apartment and cooperative buildings to the east. Continue at grade on WMATA property behind the Cady Lee Mansion (Photo 7). The trail would cross Piney Branch Rd. on a bridge at grade with the rail line.

Residents of the Eastmont Cooperative residential buildings have expressed concern with the bike trail encroaching on their parking area. The trail could be designed above the parking lot so as to limit the impact on parking spaces. The trail would pass behind the Cady Lee Mansion on

property currently owned by WMATA. The trail would use National Park Service land to access an above-grade bridge to cross Piney Branch.

Eastern Segment 5 Criteria and Descriptions

Brief Description		Trail above Metro elevator entrance onto a raised trail above parking lots of apartments and Coop on Eastern Avenue onto a trail behind the Cady Lee house and over Piney Branch on a bridge. Used in Alignments A and C.
Continuity	●	GOOD. Zero (0) intersection crossings.
Elevation Change	●	GOOD. Flat, minimal change in grade.
Trail Access	○	AVERAGE. Lacks any trail access between Metro and Piney Branch Rd. However, length of segment is short.
Metro Access	●	GOOD. Direct ramp down to Metro Station and bus stops.
Trail Safety	●	GOOD. Trail is above grade of traffic and runs above Piney Branch on a bridge.
Personal Security	○	AVERAGE. Trail portion along rail line affords excellent visibility within a high activity area. Trail portion behind apartments and Cady Lee house are less visible.
Economic Development	○	AVERAGE. Minimal adjacent commercial/retail activity which is true for other segments in this area.
Aesthetics of Trail	○	AVERAGE. Trail is visible behind Eastern Ave apartments and Cady Lee house but could be designed and landscaped to minimize impact of trail and rail road. Bridge crossing over Piney Branch.
Neighborhood Impact	○	HIGH. Residents of Eastern Ave. apartments and coops express concern with trail crossing above their parking area. Concern raised regarding path crossing adjacent to NRHP-listed Cady Lee house property.
Environmental Impact	○	HIGH. Would pass by NRHP-listed Cady Lee house and through National Park Service land. An Environmental Assessment (EA) would be required.
Construction Costs	○	HIGH. Trail designed at-grade with rail line for majority of length including a bridge over Piney Branch Rd.
Land Acquisition	○	HIGH. Requires property acquisition and easements of WMATA, NPS, and private property.

Low ● Good

Moderate ● Average

High ○ Poor

Alignment C Cost Estimate

Trail Element	Length (feet)	Type of Trail	Cost
Blair Road	3,000	On-street Bike Path	\$69,000
Van Buren Road	295	Shared roadway	n/a
Sandy Spring Road	1,293	Shared roadway	n/a
Maple Street	746	Shared roadway	n/a
Carroll St./Cedar St.	845	Shared roadway	n/a
Metro Property	718	Structure/Bridge	\$1,579,600
Rear of Apartments	351	Structure/Bridge	\$772,200
Cady Lee House	190	Asphalt Trail	\$3,230
Piney Branch Road	100	Structure/Bridge	\$220,000
TOTALS:	7,538		\$2,644,030

SELECT TO VIEW:

Figure 5 Eastern Alignment C Map